

BRIDGE CRUSH REALISM  
P. S. COMMITTEE WADES IN  
Commissioners Seek Enlightenment  
by Experiencing Horror.

For nearly an hour yesterday afternoon, during the height of the "bridge crush," the committee appointed by the Public Service Commission for this district was shoved and jostled and mangled by the throng of would-be passengers that, as a unit, was seeking to board the few cars furnished for their transportation. The committee detailed to investigate the crush and report remedial measures, consisting of Commissioner Bassett, chairman, and Commissioners McCarroll and Eustis, decided to begin its work by an actual investigation of the bridge crush during rush hours.

At 5:30 o'clock yesterday afternoon they left the Park Row Building, where they had been in consultation with Mr. Stevenson, bridge commissioner, and accompanied by Mr. Ingersoll, chief engineer, and followed by a score of newspaper men and photographers, started for the Manhattan terminal of the old Brooklyn Bridge.

While in the terminal structure and watching the frightful congestion and the mob literally fighting its way to get to the boats, and pushing and shoving aside women and children in a wild hurry, involuntarily such remarks as "This is horrible," "To think that such conditions could be tolerated in a civilized city," "This crush is a disgrace to the city," "Something has got to be done to do away with this frightful spectacle," fell from the lips of the committee.

It was repeatedly remarked that the train was running on time and that the schedules were adhered to even during the height of the rush hours. "That is because news of the visit of the committee was published yesterday," said an employee of the Bridge Commission. "It is naturally like this."

After the trip of inspection was over no member of the committee was willing to make any comments or to predict what measures they would recommend to alleviate a situation which prominent state officials have pronounced "immoral and disgraceful," but on the face of the matter the committee seemed determined to afford the relief that has for so long been advocated but has never been given. The committee realizes that it is face to face with one of the biggest and most difficult problems of rapid transit in the city.

MR. BASSETT IMPRESSED A NEW. The members realize that if they succeed in remedying or obviating the bridge crush they will have accomplished something that has been often tried without success. But Commissioner Bassett has made a thorough study of the bridge situation and has already in his mind developed a plan by which he hopes to do away with the congestion. "It is all horrible," he remarked during the investigating trip, "but it is an old story to me." Then in a scarcely audible tone, as if speaking to himself, he said, "I am determined to remedy this horror. It will be the story of my life."

Whether the committee has any plan whereby the Williamsburg Bridge may be utilized to relieve the congestion at the old bridge and assume its share of the burden of passenger traffic across the East River cannot be said. Commissioner Bassett, while watching the crush, remarked to Commissioner McCarroll: "The Williamsburg Bridge is only used to about a tenth of its capacity."

"Yes," replied Mr. McCarroll, "it should relieve 50 per cent of the congestion here." From these remarks arose the rumor that a terminal loop connecting the two bridges would be recommended by the committee. This plan is hardly considered practical by engineers who have studied the problem.

On leaving at the terminal structure the investigating party stood for a few moments just inside the shed watching the crowd pass. "Come, get out of this; you are blocking the gangway," ordered a big policeman. Some one started to protest, but Commissioner Bassett smilingly suggested there were better vantage points within the building.

The party then moved to the mezzanine floor. "This is one of the worst points," commented Mr. Bassett, as he gazed at the rushing, struggling mob. "Think of a woman trying to get on a car over here," said Mr. Ingersoll.

Just at that moment a young girl, apparently about sixteen years old, attempted to get on a Brooklyn Rapid Transit car. So did a gang of Italian laborers. The result was that the girl, after being roughly shoved aside and nearly crushed in the jam, was literally shoved off the car by a swarthy Italian, and the train pulled out leaving her.

"That is an outrage," exclaimed one of the party. "There are not enough policemen here," said a commissioner. "The force at this terminal should be largely increased. Such brutality should be followed by arrests."

SEE MELEE FROM DISPATCHER'S TOWER. After leaving the mezzanine floor, the committee went up a flight of steps to the main floor for the best view of the crush. Commissioner Bassett, the members promptly climbed a thirty foot steel ladder to the dispatcher's tower. There they had a complete view of the crush, as far as the bridge cars were concerned. They could not only watch the crowd, but also the trains. Mr. Ingersoll explained the operation of the tracks and various mechanical details of the bridge. "Of course," said Mr. Bassett, "nothing can be done immediately, but give us time. Time is what we want. There must be a remedy for this, and if there is we must find it. The whole trouble is that this situation was not guarded against years ago. It has been allowed to grow up, each year increasing the menace, each year making a remedy more difficult. But with the operation of many people, and we must have co-operation if we are to do anything, this crush shall be done away with."

"The disgrace of it all," he continued, "is the travesty on American chivalry and American manhood. Why, hardly a woman can get a seat on a car, even if she has the good luck to get on one during the rush. Men—big, husky brutes—push women out of the way. Shove them, jostle them, mean them anything to get on the cars. When on the trains they slide down into the first seat and apparently never think of offering a seat to a woman. It's a disgrace to the men in the city."

After descending from the tower, the party moved down to the surface car tracks. Here the congestion was even worse than on the mezzanine. As the cars came in, there was a wild rush to board them while they were still in motion. Men clambered in through the sides, and shoved one another off the platform, trying to get on before all the seats were occupied. The few policemen at the tracks would have been powerless to check the rush had they tried to do so.

"The wonder to me is that more people are not killed here every day," said Commissioner McCarroll.

"It is remarkable," assented Mr. Eustis. Just then a Myrtle avenue car came in. One woman succeeded in getting on it. "She must be a lively woman," remarked Commissioner Bassett. As a rule the women have to wait until the worst of the crush is over before they can get on a car.

As car after car came in there was the same wild rush. After watching the scene for some time, Mr. Bassett asked Commissioner Eustis if he would cross the bridge and watch the crush on the Brooklyn side. Mr. Eustis decided he had seen enough for one day, and the committee then separated. Commissioner Eustis taking the subway to the Bronx and Commissioner McCarroll and Bassett a bridge car for Brooklyn.

"Let us try to fight our way to a train," remarked Mr. Eustis.

Continued on second page.

"OUIDA" IN POVERTY.  
English Pension of \$750 a Year  
Badly Needed.

London, July 11.—The appearance of the name of the English novelist "Ouida" (Louise de la Ramée) on the new list of civil pensions for literary merit occasioned some surprise here. Inquiries were at once made concerning her circumstances, and from them it turns out that the pension of \$750 a year granted by the government is a greatly needed beneficence.

HEARD COMMAND TO DIE.  
Thought the Lord Wanted Her to  
Kill Herself and Took Poison.

(By Telegraph to The Tribune.)  
Wilson, N. C., July 11.—Miss Mollie Jackson, nineteen years old, a religious fanatic, attempted suicide this afternoon by taking laudanum, believing that she had been commanded by God to kill herself. She had fasted for seven days, saying that the Lord had commanded her to refrain from supplying her physical wants in order to crucify the flesh and the worldliness in her.

A BIG RISK TO SAVE PET.  
Chauffeur Endangers 35 Lives—  
Kills Squirrel After All.

The lives of thirty workmen in West 155th street and five occupants of an automobile were endangered yesterday afternoon when the chauffeur made a vain effort to save the life of a tame gray squirrel from Trinity Cemetery.

One Hundred and Fifty-fifth street is the connecting link between Broadway and Central Bridge viaduct, and hundreds of automobiles speed through the street every day. Trinity Cemetery, extending from Amsterdam avenue, between 153d street and 155th street to the Hudson River, is alive with gray squirrels, which rival in tameness those in Central Park.

One of these animals, attracted by the peanuts of the children in the Pioneer apartment house, near Broadway, had become a particular pet. It was this one, which had been named Peanut by the children, that nearly caused the serious accident.

Peanuts had been across the street for his regular afternoon luncheon and was hopping back to the cemetery with his mouth full to bury the nuts for a hungry crew, when a big touring car swung into 155th street from Broadway. The automobile was going at a speed which made the turn difficult and made it impossible to stop within a considerable distance.

Peanuts was almost half way across the street and might have been well out of the way of the machine if he had not become confused. The noise of the great thing rushing upon him frightened the animal so that he stopped and did not know which way to turn. He looked about a moment, and then made a dash for a tree in front of the Pioneer.

Just as he was about to make his dash, the car, seeing the squirrel's peril, gave him a wheel a turn, sending the car sharply to the left.

Workmen had been engaged for a week or more putting a gas main in 155th street. About two hundred feet from Broadway the dirt and stones have piled up, narrowing the street by half.

Into the pile of dirt directly above thirty workmen in a ditch plunged the automobile, the chauffeur sticking to his wheel. The car contained, besides the chauffeur, a little girl, a man and two women. It mounted the pile almost to the top, tipped and hung for a moment as though about to drop over into the ditch, then fell the other way, and dropping back on four wheels again, sped toward the viaduct.

The driver of the car, who had the occurrence were too frightened to think of noting the number of the car. It was a big green machine with a glass guard in front and a landaulet top, thrown back. One spectator said it had both a New Jersey and a New York number on the rear, but what they were he could not tell, so fast did the auto speed away after the mishap.

One of the children who ran out to get the wheels had plunged into the dirt pile gave a little cry of sorrow, for there, jammed into the soft earth, was the crushed body of Peanut, a victim of civilization and his own lack of discretion.

A week ago a four-year-old boy was nearly killed in almost the same spot by an automobile, the chauffeur of which did not turn out of the way. The lad jumped back, and the car grazed his body.

DEATH ENDS RUNAWAY.  
Speeding Horse Plunges Wagon  
Shaft Into Man's Brain.

With two policemen clinging to the fragments of harness, a runaway horse dashed the end of a shaft through the brain of Samuel Cohen, fifty years old, a hat manufacturer, of Nos. 201 and 203 Wooster street, as he stood waiting to enter the Bleeker street entrance of the subway.

Death came almost instantly, for the jagged point of the broken shaft tore off the top of the man's head. Cohen was carried to the sidewalk, where the body lay for nearly an hour in the rain, waiting for permission from the coroner's office to move it.

Startled by a fluttering bit of paper, it crept and Bleeker streets, the horse, which was attached to a single wagon driven by Alexander Harris, of No. 28 Rutgers street, reared into the air and plunged forward. The jerk broke the king bolt of the wagon, and the fore wheels and shaft separated from the main body of the wagon, moving forward with the horse.

The driver clung to the reins, and a block, and then they were torn from his fingers and he fell.

Patrolman Joseph Allen, said the horse ran on, two blocks from where the wagon had broken in two, clutched at the wheels and axle as they passed him and hung on, trying to overtake the horse, but the speed of the animal was so great that it was all he could do to maintain his place in the rear. He shouted a warning to pedestrians, and everybody scurried out of the way.

East of Bleeker street went the terrified horse, trailing behind him the wrecked wagon and the shouting policeman bringing up the rear. At Bleeker and Lafayette streets patrolman Braeken sprang at the head of the running horse. The animal reared and then came crashing down on the sidewalk.

Standing at that point was Samuel Cohen. Struck by the collision with a lamp post, struck him in the center of the forehead, crushing through skull and brain and protruding from the back of his head six inches.

Policemen bore the body to the sidewalk and laid it down in full view of the crowds which stopped to stare at it. Then they notified the coroner's office and waited.

HIS DEATH A MYSTERY.  
BREWERY DIES IN HOTEL.  
Police Not Informed—Every Effort  
to Keep Affair Quiet.

Following the death of Miss Ida K. Wood at the Harlem Central Hotel, 125th street and Park avenue, there occurred another mysterious death there, this time of a wealthy man, of which the police have been in ignorance.

Henry Hachmeister, a member of the firm of George Ringler & Co., brewers, at 92d street and Third avenue, spent the early part of the night at the hotel, in room 58, with a companion until he died. His body was hurried away a short time afterward and no report of his death made to the police, although a Justice of Special Sessions and a coroner are said to have been at the hotel just after he died and to have known of it.

His funeral was held last Monday night at the home of his mother, No. 149 East 92d street. The printed funeral notice began: "After a long illness, Henry, beloved husband of Anna Hachmeister (nee Oppermann) and son of the late Christian Hachmeister, aged thirty-nine years and eight months," etc.

His mother knew nothing of his death until told by friends, who either did not know or did not care to tell her all the details. She was told simply that her son's death was the result of a fall on the sidewalk in front of the hotel.

"I did not know how he died," she said last night. "With a fall. There was a book in his pocket with the names of his friends, and I think Teller, who was passing by. I think told Mr. Ringler and Mr. Schulmann about it. Then they came and told me."

The woman who was with Mr. Hachmeister in the early part of the night has disappeared. The couple came to the hotel and Mr. Hachmeister registered under an assumed name and was assigned to room 58. The floor of the hotel is on the second floor of the building, behind a wire guarded coop, in which sits the night clerk, known familiarly as "Gus." The hallway on duty at that time was a boy of about eighteen years, known as Murphy.

HOTEL CLERK FOUND HIM SUFFERING. According to an employee of the hotel who was working at the time, the office was informed some time later that Mr. Hachmeister was in a serious condition. "Gus" and Murphy hurried to the room, and it is said, found him barely alive and in great distress. They worked for him, the hallway fanning him for some time, but he died under their hands.

According to the same authority, a hurried message was then sent to Justice Teller, who lives at Madison avenue and 127th street. When he arrived, it is alleged, there was a consultation between him and George Burghfield, the proprietor of the hotel.

It is said that later a coroner came to the hotel and was there for some time, but if this be true, there is nothing to show that the body of the East 126th street station to show that the coroner's office had any report on the case. Nothing to show that any death had occurred in or near the Harlem Central Hotel is entered on the blotter, and the detective who investigated the Wood case, said that he had not even heard of the death of Hachmeister.

After some time the body was removed by an undertaker, although no undertaker doing business near the hotel, who would admit having taken the body away, could be found last night. Several persons, however, say that they saw one remove a body from the hotel that night.

"I was not here Friday night," said George Burghfield, the proprietor of the hotel last night. "I was out of town. When I am away there is no one in charge, but nobody has died here since Miss Wood. I know nothing about any body dying, and no one has died here, anyhow."

It is said that when Mr. Hachmeister died the room number opposite his signature on the register was changed, the figure five being scratched and altered. Mr. Burghfield declared that this was not so, but he refused to show that page in the register or to let the night clerk or the bell boy talk.

Louis Schulmann, who has a café at 92d street and Third avenue, on the corner occupied by Ringler's brewery, refused to say a word about Mr. Hachmeister's death. "You'll have to see Justice Teller or Mr. Ringler," was the only thing he would say.

Justice Teller was not at home at a late hour last night, and several attempts to see him were fruitless.

MAY HAVE BEEN NO FOUL PLAY. While there may have been no chance of foul play, the disappearance of Mr. Hachmeister's companion points to a mystery of some kind. He had been in poor health for some time, and was not likely to have become involved in any quarrel. The woman might be able to throw some light on the unexplained cause of his death. The great secrecy which was thrown around the occurrence, the quiet way in which the body was removed and the failure to let the police know are all circumstances calculated to raise doubts as to whether the death was a natural one.

Whether the death was natural or not, it is probable that the extreme methods adopted might have been inspired simply by the desire to have the hotel escape such notoriety as caused the death of Miss Wood.

Miss Wood registered at the Harlem Central Hotel as Miss G. Green, and was found in the morning with the arteries of both wrists severed. There was a suspicion that poison might have been administered, but the police, after an investigation, decided that she had committed suicide by cutting her wrists. She was a well-to-do woman, owning the house at No. 111 West 84th street.

Henry Hachmeister was wealthy. He was secretary and a director of the George Ringler & Co. brewery, of which Mrs. Anna Hachmeister is also a director. He was a member of Eureka Lodge of Masons, Harlem Independent Schutzen Corps, the Arion and Liederkreis societies and of the New York Fishing Club.

MAY BE WEALTHY MAN'S BODY. Erie's Mayor Thinks It That of His Father, Who Disappeared Last Year.

(By Telegraph to The Tribune.)  
Erie, Penn., July 11.—The body of an aged man, supposed to be that of Michael Liebel, the wealthy father of Mayor Liebel of this city, who disappeared about a year ago, was found to-day at Olcott Beach. Although the body is badly decomposed, the Mayor is of the opinion that it is that of his father, because several particles of clothing were similar to that he wore.

The elderly Liebel's disappearance has been a mystery, although it is generally supposed he had suffered financial losses. His estate, however, did not depreciate in value. He was one of the best known men of Western Pennsylvania.

RESUMES STANDARD SPELLING. (By Telegraph to The Tribune.)  
Los Angeles, July 11.—The board of directors of the National Educational Association, in convention here, voted to-day to resume the spelling of the words "through," "though," and "thorough" in the standard style instead of "thru," "tho" and "thoro." A resolution was adopted favoring Cleveland as the place of meeting in 1908.

If on pleasure, travel or vacation bent, the Day Life will be pertinent. Music, good restaurant, See Simst and Eric. Cola-Adv.

AFTER JURY-MET NOW.  
JACKSON HAS NEW SUIT.  
Says Combination Is Illegal—Order  
to Show Cause Granted.

Attorney General Jackson filed a petition yesterday for permission to bring suit to dissolve the Interborough-Metropolitan company on the ground that it violates the stock corporation law and the anti-monopoly law. Justice Pitzeck, in Part II, Special Term of the Supreme Court, issued an order to show cause that is returnable on July 15. This, with a copy of the petition, will be served on some executive officer of the company to-day.

This action is the outcome, in a way, of the overruling by Judge Holt in the United States Circuit Court of the demurrer entered by counsel for the "Inter-Met" in reply to a suit brought by Daniel W. Burrow, of Chicago, a stockholder who sought to have the merger set aside. Judge Holt, in giving his opinion, said of the merger: "It is difficult to see how a monopoly could be more complete." The Attorney General said yesterday that the federal judge's opinion made him hopeful for his contentions, but said, also, that he had planned long before this to try to break up the Ryan-Belmont combination.

The suit which Mr. Jackson now asks permission to bring is the vacating of the franchise and the annulling of the corporate existence of the holding company which controls the Interborough Rapid Transit Company, the Metropolitan Street Railway Company, the Manhattan Railway Company and the New York City Railway Company. He alleges that the Interborough-Metropolitan Company was organized "in pursuance of the unlawful and illegal conspiracy" of Thomas F. Ryan, August Belmont, Cornelius Vanderbilt, Edward J. Berwind, John D. Crimmins, Andrew Freedman, Thomas P. Fowler and Gardner M. Lane.

This suit is only the latest of the rapid fire actions of the Attorney General. On Wednesday he entered suit to oust the Consolidated Gas Company from the exercise of the franchises of most of its Gas Company companies. Therefore yesterday's action against the Interborough-Metropolitan came as a surprise, since two big suits in two days is a record, even for Mr. Jackson. Just at present, moreover, his office has in the courts a carload of complaints and petitions against alleged monopolies.

MANY SUITS BROUGHT. On June 3 Mr. Jackson argued before Justice McCall, in the Supreme Court, for permission to bring action to annul the charter of the Consolidated Gas Company, on the ground that it was a monopoly. While waiting for Justice McCall's decision he entered the second and smaller suit against the Consolidated. Actions are also pending against the Western Union and Postal Telegraph companies, the American Ice Company and the Bell Telephone Company. If all of them come to trial it will be at about the same time, according to the prospects of the case calendars. A further remark yesterday, on behalf of the latest suit, "The Attorney General and his assistants will be busy as Kansas farmers in harvest time if they get what they're looking for."

At the office of counsel for the Interborough-Metropolitan Company last night, the news of Mr. Jackson's action met with the following statement: "President Shonts and counsel are unanimously of the opinion that the validity of the corporate existence of the Interborough-Metropolitan Company will be upheld by the appellate courts. The Attorney General's suit involves the same questions as have been raised in the suit brought in the federal courts by Mr. Burrow. At the present time until the papers have been served there is nothing more for us to say."

MR. JACKSON'S PETITION. Mr. Jackson, in his petition, filed late yesterday afternoon, set forth in detail the history of the company, its surface, elevated and subway companies in the combination, together with that of the Metropolitan Securities Company, a business corporation. The petition then sets forth:

The Interborough-Metropolitan company, which has unlawfully acquired the rights of the Interborough Rapid Transit Company and the Metropolitan Street Railway Company, is a monopoly, and is engaged in the transportation of passengers within the boroughs of Manhattan and the Bronx, and is not organized under the railroad laws of the State of New York and is not subject to the restraints and limitations imposed by the railroad laws upon companies engaged in the business of transportation, but the said company was organized under the laws of the State of New York for the sole purpose of acquiring and controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, with the intent and purpose of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation of passengers and of destroying competition in the said trade or business, and of controlling the stock of all the corporations engaged in the transportation of passengers within and without the city and county of New York, and of effecting the purpose of creating a monopoly in the business of transportation